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4. An apparatus of claim 2 wherein said second beam deflector is a two-dimensional gimbal coupled to an optical element having a predetermined optical characteristic.

5. An apparatus of claim 1 wherein said sensor is an infrared sensing camera.

6. An apparatus of claim 1 wherein said first image and said second image are superimposed.

7. An apparatus for displaying a projection image comprising:

means for projecting a first portion of the projection image;

means for projecting a second portion of the projection image;

means for sensing an alignment characteristic of said first portion with respect to said second portion and generating a beam deflector drive signal in response thereto; and

means for continuously manipulating an alignment of said first portion in response to said beam deflector drive signal.

8. An apparatus of claim 7 wherein said means for manipulating is responsive to an aircraft inertial reference signal representative of an operational characteristic of an aircraft.

9. An apparatus of claim 7 wherein said means for manipulating is an electro-mechanically driven two-dimensional gimballed optical element.

10. An apparatus of claim 9 wherein said optical element is a flat glass plate having a first index of refraction and a first thickness dimension.

11. An apparatus of claim 10 further including a second flat glass plate.

12. An apparatus of claim 11 wherein said second flat glass plate is stationary and has a second thickness dimension similar to said first thickness dimension, and a second index of refraction which is similar to said first index of refraction.

13. An apparatus of claim 10 wherein said second flat glass plate is an electro-mechanically driven two-dimensional gimballed optical element.

14. An apparatus of claim 13 wherein said means for manipulating is responsive to an aircraft inertial reference signal representative of an operational characteristic of an aircraft.

15. An apparatus of claim 7 wherein said first portion of the projection image and said second portion of the projection image are superimposed.

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16. A method of aligning a first projected image with a second projected image in an image array comprising the steps of:

sensing an alignment characteristic of said first projected image with respect to said second projected image and generating an image beam deflector drive signal in response thereto;

interposing an optical element between a projector, which projects said first projected image and a viewing surface upon which said first projected image is incident;

continuously manipulating said optical element in response to said image beam deflector drive signal to effect a change in relative position of said first projected image with respect to said second projected image.

17. A method of claim 16 further comprising the step of manipulating said optical element in response to a signal representative of an operational characteristic of an aircraft.

18. A method of claim 16 wherein said step of manipulating an optical element includes rotating an optical element around a vertical axis.

19. A method of claim 18 wherein said step of manipulating an optical element further includes rotating said optical element around a horizontal axis.

20. A method of claim 16 wherein said step of sensing an alignment characteristic includes transmission and detection of non-visible fiducial marks for aiding in alignment of said first projected image with said second projected image.

21. An avionics display for displaying a projected image comprising:

a projector disposed on an aircraft, said projector for emitting a projection beam;

a viewing screen;

a beam deflector for changing a direction of said projection beam;

sensor for monitoring the alignment characteristic of said projection beam;

means for real time manipulating of said beam deflector as a function of said alignment characteristic.

22. A display of claim 21 wherein said variable characteristic is a signal output from an alignment sensor.

23. A display of claim 21 wherein said variable characteristic is a function of an operational characteristic of said aircraft.

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